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# The China Mail.

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Humidity 59.

June 8, 191, Temperature 54.

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HONGKONG, TUESDAY, JUNE 8, 1920.

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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

### IRISH LOCAL GOVERNMENT.

#### A SINN FEIN MAJORITY.

LONDON, June 6.  
The Irish local government elections resulted in a sweeping victory for Sinn Fein, except in north east Ulster and the county of Londonderry. The great majority of Irish county and district councils are now exclusively Sinn Fein. The position in Ulster is substantially as before, except that the unionist majority of one in Tyrone is converted into a minority of two.

### FRENCH ITEMS.

PARIS, June 6.  
The Matin states that the Spa conference is probably adjourned to July 5 or 8. M. Millerand and Mr. Lloyd George will meet at a French coast town before the end of June. The Petit Parisien understands that M. Millerand has definitely instructed M. De Haulgout, the French economic representative in London, not to associate himself with any decision which might be interpreted as an indirect recognition of the Moscow government or in anywise compromise the security of French creditors interested in the gold seized by the Bolsheviks from the Russian state bank. Anglo-French agreement on this matter appears complete.

### RAILWAY LEADER ON IRELAND.

LONDON, June 6.  
Mr. Thomas at a meeting of railwaymen at Battersea declared that none could accuse him of want of sympathy toward Ireland, yet he could never condone the present systematic murders. (Cheers) Not even a Labour government could tolerate such a state of affairs. Ireland was on the eve of a great disaster unless an understanding was achieved.

### PRINCE IN AUSTRALIA.

MELBOURNE, June 6.  
The Prince of Wales's public programme in Victoria concluded with a brilliant gala performance at the theatre where the prince had a tumultuous reception.

### WHEAT FAMINE FEARED.

LONDON, June 7.  
Anxiety is increasing over the prospects of a world shortage of wheat. It is pointed out that sowing has declined in all the great wheat producing countries. United States exports next season will be practically nil. Australia has none to spare, while Russia is exporting only a fraction of her former exports. A leading miller interviewed by the Daily Mail declared the position to be most serious. Failure of next year's crops would mean famine. The price of the loaf would be nearer two shillings than ninepence, unless home production were doubled as compared with pre-war figures.

### GERMAN ELECTIONS.

BERLIN, June 7.  
The first provisional results of the elections show that in north Berlin the Majority Socialists polled 19,000, the Independent Socialists 36,000, the Centre 3,000, the People's Party 11,000, the National Party 10,000, and the Communists 1,000. At Halle the Majority Socialists polled 10,000, the Independents 34,000, and the Democrats 13,000. At Frankfurt the Majority Socialists had 21,000, and the Independents 13,000.

The Majority Socialists, are likewise leading at Offenbach and Nuremberg.

Berlin, June 6.  
Elections all over Germany took place to-day, without disturbances.

### ROBBING THE ILLUSTRIOUS DEAD.

LONDON, belated.  
Copenhagen learns from Weimar that robbers broke in the prince's mausoleum and stole gold and silver wreaths from the tombs of Schiller and Goethe and of their protector, the Duke Karl Alexander.

### BIDEFORD SCHOOLGIRLS HAVE ADVENTURE.

LONDON, June 6.  
Fire broke out at two this morning in the Methodist boarding-school at Bideford, where 140 girls were. They were all roused by the mistresses and paraded calmly in the smoke-filled dormitories. They were then marched, in their nightdresses and bare-footed, across the gale-swept grounds. Some of them pluckily assisted the volunteer firemen. The building, clothing, etc., was destroyed in half an hour. The damage is assessed at £40,000.

### WHY COAL IS DEAR.

LONDON, June 7.  
Rt. Hon. W. Brace, presiding at a conference of the South Wales miners' federation at Cardiff, said the miners had failed to convince the public or the workmen of other trades of their honest desire, while pressing nationalisation, to secure coal at reasonable prices for the people; hence the miners had no alternative but to withdraw cheap coal from the industries that were free to sell their own products exorbitantly.

### A BOLSHIEVICK AMBASSADOR.

LONDON, June 7.  
The Daily Telegraph says the negotiations with Krassin have hitherto not given results. Indicating that a prolonged stay of Krassin in London is likely, it is pointed out that Krassin quitted Moscow several months ago and has since lost the confidence of the real rulers who are only using him as a tool.

### FREE MARE.

LONDON, June 7.  
Two more destroyers left Queenstown for the west coast, conveying 300 marines.

### PORT OF LONDON.

LONDON, June 7.  
Statistics for the port of London show that 7,000 tons with a tonnage of 227,117 were discharging on June 2 and 26 with 101,200 tons were loading. Steamers were waiting in dock or river.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail)

### THE POLISH OFFENSIVE.

WARSAW, June 6th.  
An official communication says the Poles are resuming the offensive, and have broken the enemy lines, including positions fortified with ferro-concrete between the Dvina and Borysoff. The Poles have advanced thirty kilometers driving back the Reds in the direction of Bialocerkieff, fifty miles south-west of Kiev.

The Ukrainians have advanced along the line of the Oladanka river.  
WARSAW, June 6th.  
A communication states that important operations are proceeding on the northern front where Narotch is the pivot of a vast movement with the object of flattening the salient and turning the enemy's left.

The Poles are advancing and have captured a considerable booty. The Polish right is, likewise, pressing the retreating enemy, having completely defeated a Bolshevik Division, capturing a brigade.

LONDON, June 6th.  
A general Bolshevik offensive has begun. Between Pripiet and the Dnieper Bolsheviks advanced and Polish posts were driven in, but so far the Bolshevik success has not been important. North of Pripiet the Red attacks were repulsed.

### REPUBLICAN CONVENTION.

CHICAGO, June 5th.  
Chicago is filled to overflowing for the Republican Convention which opens on June 5th. Senator Lodge is temporary chairman. The Convention meets at the Coliseum, the scene of the historic 1912 split.  
Owing to the large number of independent delegates, the comparative chances of the many aspirants to the Presidency are undeterminable.

### THE SPA CONFERENCE.

ROME, June 5th.  
The Allies meet at Brussels prior to the Spa Conference on June 21st. Japan is not partaking in the conversations.  
Count Storza, Under-Secretary for Foreign Affairs, is leaving for London to inform Mr. Lloyd George of the Italian attitude regarding the division of the German indemnity.

### THE PRINCE OF WALES.

MELBOURNE, June 5th.  
The Prince of Wales attended the Flemington race-course and presented the Prince of Wales's Cup to the winner of the race, Earlborn, which was an outsider.

### COUNTY CRICKET.

LONDON, June 4th.  
Lancashire beat Hampshire by 9 wickets. Essex beat Sussex by 213 runs.

### TERRORISM IN HUNGARY.

LONDON, June 5th.  
The British Labour Delegation, despatched to Hungary to investigate the allegations of the White Terror, has reported that terrorism exists in Hungary, and that the Government is not only unable to control it, but many of its acts are so rigorous as to compromise terror.  
The delegation is unable to comprehend the statement of the British High Commissioner of February 21st, namely, that while there are no doubt ill deeds there is nothing in the nature of a terror.

### TO PREVENT DUMPING.

WASHINGTON, June 5th.  
The House of Representatives has passed a Bill to prevent dumping in the United States of foreign-built aeroplanes.

### END OF WAR LAWS.

WASHINGTON, June 5th.  
The Senate, without a division, has adopted the House of Representatives' resolution repealing all war-time legislation.  
WASHINGTON, June 4th.  
The House of Representatives has adopted and sent to the Senate resolutions repealing all war-time laws, except food control and trading with the enemy.

### THE OAKS.

LONDON, June 5th.  
The time in the Oaks was 2min. 38.1-sec.

### CONGRESS ADJOURNS.

WASHINGTON, June 4th.  
Congress has decided to adjourn on Saturday.  
Senator Underwood has declared that he is authorized to announce that President Wilson has assured the Senate Democrats that if the session ends on Saturday he will not call an extra session in summer, unless in case of emergency.

### AMERICA CUP.

NEWPORT (RHODE ISLAND), June 3rd.  
The Albatross beat the Vautour in 6min. 5sec. Thus she will compete against Sir Thomas Lipton's Shamrock II, whose trials have proved most satisfactory.  
NEWPORT, June 4th.  
The Albatross's win over the Vautour was in the opening trial. There will be further trials before the defender is finally chosen.

### AMERICAN MARINE BILL.

WASHINGTON, June 4th.  
The House of Representatives has returned the Marine Bill to the Joint Committee on the ground that it exceeded the authority for making modifications.

### EAST PRUSSIAN PLEBISCITE.

BERLIN, June 5th.  
The Inter-Allied Commission has announced that the East Prussian plebiscite in the Allenstein and Oletzko districts will be held on July 11th.

## BUSINESS NOTICES

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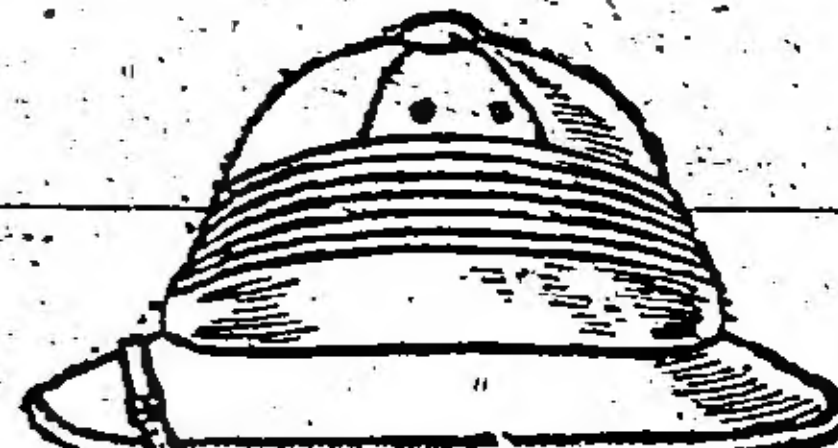
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FAST COLOURS.

PATTERNS SENT ON REQUEST.

## DEATH.

GEGG.—At his residence, 14, Broadwood Road, on the 8th June, 1920, George William Gegg, aged 44 years. Funeral will pass the Monument to-day at 5 p.m.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, JUNE 8, 1920.

## CONFUSING THE ISSUE.

If Mr. Lloyd George had been a German, we think he would have managed to make out a plausible case for German doings in Belgium. Not to have invaded Belgium would, he would have pointed out, have amounted to abdication by the Government. It was the duty of the Government to bestow on the world the benefits of German super-civilization. The action of the German soldiers sent there to do their duty, was wrong. The issue was this. These soldiers were in Belgium for the purpose of doing their duty. Was it fair that the Belgians should shoot at them? Was it not better that, in defence of their lives, and in pursuance of their duty, they should kill the Belgians who resisted? And so on. It was "most emphatic" in urging that the British Government should not abdicate in Ireland, which, being boiled down, means that it must not admit any mistakes, and must in no way modify its methods of handling the situation. The Irish trades union railway workers having refused to handle military munitions for use in Ireland—a very natural refusal, which no decent person can blame them—Mr. George at once takes it apparent that what they seemed to handle was "a box of poisons" sent to the Irish Constabulary so that they might defend themselves, while busy restoring order, against the attacks of murderers. All of which is a cunning pretence that there is a political rebellion or revolution attempted in Ireland, but that there are no military preparations on war with the Irish rebels, only a little consignment of munitions for police self-defence. It cannot possibly be expected to see an Englishman for resisting a rebellion, or for resisting even strongly the incidents of

such a rebellion; but we can and do blame a Welsh politician for attempting such feeble camouflage of the situation. We can and do accuse him of going too far in suggesting that it is in any way the duty of an Irish railway worker, probably sympathizing with the Irish rebels, to go on facilitating the transport of material intended to kill his fellow Irishmen and suppress by military force the Irish rebellion. The Germans had precisely as much right and justice in compelling Belgians to do work likely to aid and abet the subjugation of their country. The real issue is capable of a very different complexion to that given it by Mr. George. There is a rebellion on. Military measures to suppress it are under way. There is no prospect of the Government represented by Mr. George, working on its present lines, restoring "order" in Ireland. Those lines can only serve to intensify the bitterness of the struggle and to push further and further into the future the desired reconciliation. The Irish railwaymen, realizing this or not, refuse to co-operate, and Mr. George describes it as a demand, with threats, that the Government should abdicate. It is nothing of the sort. We rather wish he would abdicate, and give some more ingenious man, less eloquent and cunning but more reasonable, a chance to bring peace.

## ADVERSARIA.

There is a man in MONKEY Hongkong who knows all about monkey tea, but it seems impossible to get him to tell. Kelly knows only a part of it, not all, and somebody always interrupts before he gets that part told. The idea is that the coolies take peanuts to the place where the monkeys bring the tea. They retire a little to let the monkeys grab the peanuts, and then rush forward and get the tea leaves, which the monkeys had previously gathered in the unknown wilds, and brought along, unchewed, because they prefer peanuts, naturally, being monkeys, while the coolies, acting for Kelly, having because it is larger and a special kind, and fetches big money. Kelly says he can prove it, and that he is prepared to produce samples of the tea, but against that, we may say it would be just as easy to produce samples of the peanuts. After all, if the monkeys realize the principles of barter, and know where there is a lot more, and the market

is as good as he says it is, and it isn't a double, why shouldn't he? Truth has a pretty story about a man ROSE, who advertised a house for sale for \$18,000. The paper made a misprint, and made the advt. say \$28,000. The seller wrote an indignant letter to the paper. Meanwhile a buyer came along, looked the house over, liked it, but said it was worth only \$23,000. The seller accepted that. The buyer moved in, and in due course received the newspaper manager's apology for the misprint.

Although it is not so stated on the exchange, it is understood that the interest on the French bonds must be collected within five years, or be lost. Even then, those who are leaving them uncashed with the idea of getting better exchange will be disappointed, as they will be redeemed at the rate fixed for the date due, whatever it was. They could, of course, be accumulated in a French bank as franc deposits, and realized later on.

The verses of "Tigris," printed in this issue, have a close parallel in a recent number of Truth, wherein "H.B." sings, on behalf of the sailors:

But for those men he now would be  
Working out our indemnity:  
Chained to a stool, guarded by  
Huns.

With china pipes and loaded guns,  
You owe five years of Hunless ease  
To us who kept the narrow seas.

Be grateful! Save us from the men,  
Those black-gowned thieves of wig and pen.

These verses have reference to the legal juggling over the distribution of prize money. Over six millions sterling have gone for Prize Court expenses.

Spectator.—We don't believe your CORRESPONDENT story. Let us show why. You say a European in a risha gave a Chinese lady a push from behind, so that she fell flat, and a wheel of his risha ran over her leg. That is almost impossible. The risha is travelling from A to Z. Presumably so is the lady, as she is pushed from behind. At (say) the D spot, the European thrusts out an arm and pushes her, so that she falls flat. The push must have been largely in the direction of Z. Had it been outwards, away from the line A-Z, and she fell flat, her leg could not have been run over by the wheel, because the pusher, you must remember, is sitting exactly over the wheel, which is passing on. In falling flat, pushed when standing on D, her head would fall to Z, because the projection of a falling body is in the direction moved by the force that causes the fall. In this case her line of descent is between the force of the push and the force of gravitation, with due discount allowed for any peculiarity of stance on D. It follows that while her head was describing an arc between a point five feet or so above D, and the spot E or thereabouts on which it came to rest, the risha would leave D, and be getting on to F, so that both her legs, still more or less in the neighbourhood of D, were safe from the wheel. There was probably a basis for your indignant story, which you have utterly spoiled by embroidery. Let us put it to you that the bit about the wheel going over her leg was pure imagination. Let us reconstruct the incident. Your Chinese lady was a coolie woman who took no notice of the risha puller's warning shout. The liverish European, as he passed, gave her shoulder a push, so that she staggered. She began reciting amah poetry, and you (worthy fellow) sympathized with her and realized the injustice of the assault. It is a common incident, happening every day. You are a diligent reader of the newspapers, as shown by your phrase, "now that the Police Force is regaining its normal strength," and you saw a chance for a pro bono publico erudition. "That right?" My dear Watson, it's quite simple, really.

He stands at the VIGNETTE corner, hat still, cane in hand, obviously aware of one's approach. He is nattily dressed; always has a decent cigar, seems to get the frequent drink, but never works so far as you know. How is it done? The problem occupies your mind? You come nearer to him. You cannot very well ask directly for the answer. Indeed, it is your intention to pass him with a nod, not stopping to speak. But will he allow that? He has all the demure of one awaiting you. The faint preliminaries of a friendly grin hang out their banners on his face. He makes a half turn toward you, cane lifted as if ready to hit you. Confound him! He assumes that

attitude of conscious affability which is like a red flag of warning. You are suddenly and completely aware of the immediate peril. Desperate glances on either side discover no refuge. Suddenly, to your face, return on your tracks, requires moral courage beyond your powers. It would look so pointedly rude. Such things are not done. Besides, he seems to have read your hesitation, moves to anticipate possible evasion. His hand is on your arm. Very man! I wanted to see, he cries, heartily, and turns with you. Indeed? Yes. It's like this. If you could let him have ten dollars till the end of the month.

Self Praise.—Surely, ANOTHER dear sir, you carry ANOTHER, modestly inordinately. It would not be "self praise" to boost the institution in which you are so interested. The Adversarian praises the China Mail, not necessarily because he thinks it a good paper, certainly not because he helps to produce it, but because that is part of his job. It is part of yours, or should be, to hang out a bush. You need say nothing about your own part in it. With the low cunning that characterises them, the newspaper men will make additions and interpolations that will cover that for you, and should they be fulsome; none could say it was your fault.

We could thunder censoriously, piling phrase upon phrase of solemn reproach. We could say biting things about unjust discrimination, probably unfair. We could fear at ineptitude, official carelessness, reflect that some ass has blundered. We could do various things about it; but we will content ourselves with mentioning that in connection with that Tung-wah jubilee business, someone at Government House told a China Mail reporter it would be private. Hence no report last night.

Since the "Peak Tram" company was fined for overcrowding or something of the sort, it very properly refuses to start a car with any passenger standing. Who is the exalted personage? Certainly not a democrat—who delayed a car recently by insisting on going up when there was no seat for him, he having surrendered his seat to a lady? Don't trouble to tell us. We know.

STUNG seriously, piling phrase AGAIN, on phrase of solemn reproach. We could say biting things about unjust discrimination, probably unfair. We could fear at ineptitude, official carelessness, reflect that some ass has blundered. We could do various things about it; but we will content ourselves with mentioning that in connection with that Tung-wah jubilee business, someone at Government House told a China Mail reporter it would be private. Hence no report last night.

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## EXCITING NIGHT ON "FOOSANG."

At the Magistracy before Mr. R. O. Hutchinson, this morning, Sergeant Stimson charged a Chinese with (1) theft on board the s.s. "Foosang" on the 3rd inst., of \$5, the property of a passenger, and (2) travelling on the said ship without a ticket. The defendant denied the first charge, and pleaded "guilty" to the other. The complainant said at 2 a.m., on the 3rd inst., while the ship was on the voyage from Singapore to Hongkong he was awakened by someone going through his pockets, and grabbed the defendant, who promptly threw something overboard. He raised a cry of "thief," and the defendant was arrested. When witness afterwards searched his pockets, he found that \$5 had been stolen. His passage ticket was not taken. The defendant was taken to the Captain who ordered him to be searched. No money was found on the defendant, but two knives were found in his pocket. The defendant denied theft, and said that he slept next to the complainant. During the night, the complainant dreamt that he was being robbed, and waking, he grabbed him (defendant). Nothing was found on him, and that alone proved his innocence. When asked to plead with regard to the charge of stowing away on the ship, the defendant this time denied it, and said that he had a ticket. When he was arrested for the alleged theft of the complainant's money, he was assaulted by over ten of the complainant's clansmen. They tore his coat off him, and the ticket must have fallen overboard in the course of the struggle. The ship's commodore deposed that on the day following the "scene" on board, he went round to collect the tickets. Everyone but the defendant produced their tickets. His Worship said he thought there was insufficient evidence to convict the defendant of theft, and discharged him on that count. As to the charge of stowing away, he would convict the defendant on that count and sentence him to a fine of \$25 or one month's hard labour. Another Chinese, also a passenger on the s.s. "Foosang" was then charged with the theft from a female passenger, of \$195 in Singapore money. The defendant, who said he was a barber in Singapore, denied the charge, and said the money was his. Sergeant Stimson said that the defendant was arrested on information given by the defendant in the other case, and he proposed, with his Worship's permission, to call him to give evidence for the prosecution. When the defendant was arrested by a fireman, he was alleged to have admitted the theft to him, and handed him \$56 which he said was all he had left of the \$195 he had stolen. The woman said she did not know who stole her money, which she carried in the pocket of an inner coat. On the 2nd inst., whilst the ship was at sea, she went to sleep as she felt sick. When she awoke, she found her pocket had been cut, and the money was missing. She reported the matter to the ship's commodore, but it was not until the following day, when the defendant in the previous case was arrested, that he gave information that the defendant was the person who had stolen her money. When the defendant was arrested, he admitted the theft in witness's presence, and offered to give her back \$56 which he said was all he had left. A fireman on board the ship deposed that he arrested the defendant who admitted that he stole the woman's money, and volunteered to give back \$56. The defendant in the previous case was then called and said the woman was the sister of a fireman on board the ship, and he had been requested by the latter to look after her during the voyage. He slept next to the woman on the night of the 2nd inst., and saw the defendant cut her pocket with a pen knife and steal her money. He did not say anything because he was afraid of being implicated. When he was arrested on the following day, the people on board accused him of stealing the woman's money, and threatened to beat him to death if he did not tell the truth and then he told them all he knew. Sergeant Stimson said that was the case for the prosecution. His Worship said that it all depended on whether or not the last witness was speaking the truth. Asked if he wanted to make a statement in his own defence, the defendant said the last witness used to live in his shop in Singapore. When he got into trouble, he tried to drag him into it by accusing him of theft of the woman's money. He denied that he knew anything about the woman's money. The \$56 produced in Court was his property and was forcibly removed from him after his arrest. The draft for \$50 (produced) which he had on his person was not taken. Replying to his Worship, the last witness said that it was not true that he knew the defendant in Singapore. His Worship enquired if any knives were found on the defendant's person when he was searched after his arrest, and Sergeant Stimson replied in the negative. The Magistrate decided that he could not convict the defendant on the evidence of one man only, and discharged him.

## TENNIS.

THE SINGLES CHAMPIONSHIP.

NG SZE KWONG GETS THE CUP.

The tennis Singles Championship of the Colony was played yesterday after many postponements owing to bad weather. Ng Sze Kwong retained his title and incidentally made the big silver trophy his own by winning it three years in succession. The cup was presented by Sir Paul Chater. M. W. Lo was beaten in three straight sets, the score reading 7-5, 7-5, 6-2. The score does not give an accurate idea of the fight Lo put up. He was always trying, right to the last game when he knew that his hopes of winning the championship could never materialise. Kwong always seemed to have something in hand to bring him through when he needed it most. Lo at times endeavoured to force the game but his opponent refused to be flurried, simply cutting back hard drives or lobbing with considerable accuracy to extricate himself from a difficult position. It was throughout a trial of steadiness. Kwong refused to enter into any duels at the net. He played his game from the base line, driving accurately to either side of the court. Having determined on his policy he stuck to it. That was in the opening stages of the match Lo showed up well in volleying but he fell off towards the end. Many times he went to the net and brought off some effective shots, but as many times he found himself well passed. Kwong played on Lo's tactics at the net and frequently tempted him with lobs. At many times the match became rather slow. There were long rallies at the base lines, each player taking no chances, or risking a killing hit.

On the play Kwong deserved to win, exhibiting a much better idea of tactics. To Lo must go the credit of being a fighter all the way. He was clearly out to win, taking many risks to achieve his object.

There was a big attendance to witness the game, the spectators including H. E. the Governor and Lady Stubbs.

THE GAME.

The match opened with Lo serving a couple of faults. Kwong then taking the score to 0-40. Deuce was called five times before the game went to Lo, who then went away with three games in succession. Kwong at this stage was playing a defensive game from the back lines but when Lo seemed to be safe for the set the champion set up a hot attack, bringing the score to 4-1. However Lo took the next game, later throwing away his chances by serving three doubles 5-2. Endeavouring to kill Kwong's accurate drives Lo essayed visits to the net but was often left standing. The score was soon levelled—5-5—and there was a rare tussle for the two deciding games. These went to Kwong giving him the set 7-5.

The second set was of a similar nature, it being characterised by an attempt by Lo to force the play. His play at the net was at times good although he found Kwong's steadiness and ability to return any kind of shot his chief stumbling block. Lo again took the first game and at 3-3 took a couple of games in succession, giving him a comfortable lead. Again Kwong brought up his reserves, making the scores equal, again winning by 7-5.

The third set was won by Kwong at 6-2. He was driving much harder at this stage, keeping Lo well back on the lines. Lo tried hard all through but in this set was clearly outclassed.

Following the match the trophies won in the tournament just concluded were presented. Mr. F. Maitland, the President of the Hongkong C.C., said that, having waited a long time, they had at last witnessed a fine exhibition of tennis from their Chinese friends. The Chinese had come up fast in tennis, so fast that he hoped, as he had hoped before, that it would not be long before the Chinese would be competing against all-comers at Wimbledon. He had to thank the Tennis Committee, the Hon. Secretary, Mr. Greenhill, who had put in such a great deal of arduous work in a very enthusiastic manner, and the umpires. He had specially to mention Col. Robertson, who would have liked to umpire in that match, and who had taken such a great deal of interest in the tournament. Last year they had been fortunate in having Mr. C. Thorne, who did so much for tennis. He (the speaker) had recently had a letter from Mr. Thorne, in which he said he had had a nasty accident. Mr. Thorne was however, well again and had played a lot of golf and tennis. He flew across to England and had witnessed the final of the covered courts Doubles Championship, at which he was surprised to see a lady umpiring. The suggestion had been made that next year there should be singles and doubles competitions for ladies, and he wished to say that, as far as he was concerned, he was entirely in accord with the suggestion. If he could get the Committee to agree to it, these events would be added to the programme next year. As he had said before, they had witnessed some fine tennis this year from the Chinese and from "our little friend Rumjahn."

The Lo brothers had won a great match in the doubles final. They had peppered poor Rumjahn and won by really good play. It

was regretted by many that the European community could not put forward a good man to beat the Chinese at tennis. Golf had something to do with it. He hoped, however, that H.E. the Governor, the Naval and Military authorities, and the heads of local firms would see to it that good cricketers and tennis players are chosen at Home and sent out to the East. It would, however, be a hard task to get a player to beat the Chinese. He had great pleasure in asking Miss Bowen to give away the cups.

The prizes, as follows, were then given away.

Handicap Doubles.—Winners, Major Greenaway and Major Ardoino; Runners-up, Capt. Monteith and Major Timmis.

Handicap Singles "A."—Winner, F. A. Redmond; Runner-up, Capt. C. O. Olliver.

Handicap Singles "B."—Winner, E. W. Day; Runner-up, Pay-Lieut. Robinson.

Mixed Doubles.—Winners, Major Bowen and Mrs. Timmis; Runners-up, Major and Mrs. Greenaway.

Open Doubles Championship.—Winners, M. K. Lo and M. W. Lo; Runners-up, Ng Sze Kwong and A. H. Rumjahn.

Open Singles Championship, Final.—Winner, M. W. Lo; Runner-up, R. Townsend.

Open Singles Championship Challenge Round.—Winner, Ng Sze Kwong.

Mr. Maitland then presented to Miss Bowen a handsome bouquet, bound in ribbon of the Club's colours, and in a vase. He hoped that next year, in the ladies' singles or doubles, Miss Bowen would be one of the winners. Mr. Maitland said there was one thing more he had to mention. In Sir Henry May, they had had a most sporting Governor, one who took the keenest interest in every branch of sport. They all knew how great an asset it was to have a Governor interested in sport, and he was therefore happy to inform them that they had in Sir Reginald Stubbs another Governor who took a great interest in sport and who would do all he could to promote all its branches in the Colony. He called for three hearty cheers for H.E. the Governor and Lady Stubbs.

Before dispersing, there was Mr. Maitland said, another pleasing duty he had to perform, that was, to present to Mr. P. M. Hodgson a small silver cup which had been subscribed for by the members of the Club as a mark of their gratitude for the services which Mr. Hodgson had rendered during the eight or nine years he had been Secretary of the Club. It had been a real labour of love, but few were aware of the manifold activities which fell upon the Secretary and which were so cheerfully performed by Mr. Hodgson.

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## DUTCH SHIPBUILDING.

## A REVIEW OF 1919.

Some interesting statistics relating to the Dutch shipbuilding industry during last year are quoted by the *Amsterdam Telegraph* from the shipbuilding journal *Het Schip*. It appears that during the year 1919 vessels were delivered from the Dutch shipbuilding yards, which is a very large number for them. In the case of some of the yards the number is greater than the normal owing to the fact that thanks to elimination of war conditions it became possible to resume work on ships which had already been a long time in hand. This was the case, for example, the writer says, with the Rotterdam Drydock Company. In other instances, during the war period, the number of ships delivered was too small in relation to the capacity of the works, the De Scheide yard, for example, having delivered barely one vessel.

The 183 vessels mentioned above included 92 ocean-going steamers and 23 ocean-going sailing ships, the majority of the latter being fitted with auxiliary motors, two motor cargo boats, 14 steam tugs, 12 fishing vessels, one warship, and 39 craft for internal navigation. With the exception of one river vessel which was constructed of ferro-concrete, all these ships were built of steel, and from this the writer draws the conclusion that wooden shipbuilding in Holland is dead. Shipbuilding in ferro-concrete was of no importance—only one vessel—in 1919, and the orders for 1920 are also negligible.

The total deliveries of ocean going cargo ships in 1919 amounted to 260,000 tons (1,000 kilograms) cargo capacity. The 92 steamers were practically all intended for the tramp trade, with a speed of between nine and ten knots, and fitted with the ordinary vertical triple-expansion engines. The size varied from 400 to 10,500 tons cargo capacity, and they were of all types, as Holland does not seem to have adopted yet anything in the way of a standard type. It is only in the building programme of the Holland American Line that a certain attempt at uniformity is to be found.

The relatively large number of small (400-2,000 tons) cargo steamers built and still on order in Holland, the writer says, is to be explained by the fact that the various yards, owing to the size of their ground, and because they are situated on narrow waterways, cannot build anything else but small ships, and this is particularly the case with the province of Groningen. There is, however, still a market for these small ships.

The number of sailing ships built in 1919 (23, nearly all motor schooners) can be regarded as large. The number of orders in hand for 1920 is, however, small, and, as a matter of fact, the building of motor schooners is to be regarded as a result of war conditions, while the experience that has been gained with them seems to indicate that no very large number of them will be built in the future.

Two ocean-going motor cargo ships of small capacity (about 400 tons) were delivered from Dutch yards in 1919, and there is a fair number under construction, these being vessels of large cargo capacity (3,000-6,000 tons), and are mostly being built for Norwegian account. Most of them, also, are being provided with motors produced in Holland. Of the ships delivered in 1919, thirty-eight were for foreign account.

In previous years as many as 100 or more steam trawlers, drifters, and so forth have been delivered, so that the number of 12 for 1919 is very small, and the number ordered for 1920 is even smaller. The cause of this is the high cost of these ships and the uncertainty of the fishing industry. Moreover, the number of fishing vessels in the country at the present time is more than adequate. The building of 14 ocean-going tugs in 1919 may be taken as a very satisfactory output, and the number on order for this year is also large. The production of craft for internal navigation was quite negligible, namely, one motor-boat or barge, whereas before the war this was a large industry in Holland. Here again the cause of the slackness is to be found in the high cost of construction, in addition to which the number of these craft was not diminished by the war. A few have been sold abroad but taken altogether, the Rhine and canal fleet is adequate for most requirements. Freight for internal navigation have improved, and the prices for river and canal boats have gone up considerably, but the prices for new vessels are so high that for the moment this branch of the shipbuilding industry is at a standstill. This, however, will have little influence on the future of the Dutch shipbuilding industry, because most of the yards which have hitherto exclusively built river craft have during the war been equipping themselves for the construction of ocean-going vessels, and the transformation that has taken place in this direction in the last two or three years is almost incredible.

**A GOOD RULE FOR THE HOME.**  
MAKE the rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

## STUDENT CHAUFFEURS' SUIT.

## CLAIM TEACHER NEGLECTED THEM.

In the Police Court this morning, before Mr. Justice J. R. Wood, the hearing in the suit of Woo Lan Chan and Woo Chak Sang, plaintiffs, vs. Sham Heung Lam alias Sham Hok Pun was resumed.

Plaintiffs claimed the return of the sum of \$300 from defendant he having been alleged to have been engaged by plaintiffs to teach them to drive motor cars, and to supply the car for the purpose of giving the lessons, in a month, and in return plaintiffs were to pay defendant \$250 cash.

In this case it was acknowledged as common ground that the sum of \$170 had been paid on one occasion and \$100 on another occasion by plaintiffs, and the counterclaim of defendant is that the sum of \$230 is still due and unpaid him for instructions given.

The agreement signed by the parties to the contract was introduced in evidence setting forth the terms of the contract and the time it covered.

Mr. A. H. Crew, counsel for the plaintiffs, examined as a witness the first plaintiff, Woo Lan Chan. He brought out in examination of the witness that the plaintiff had been, inquiring to learn of someone who would teach him motor car driving, he having come down to Hongkong from Canton for that purpose. Witness testified that defendant was to teach him and his companion once each morning and once each afternoon in the art of driving a car. He claimed that he had been taken out in the car on the first of September, 1919, the date of first payment of the agreement for about two hours, and again on the 13th of September, when the second instalment, of \$100, was paid. Also he was taken out in a car for instruction on the 14th and 15th of September, but plaintiff said he could not find defendant after the 15th of the month.

Mr. Leo d'Almada e Castro, appearing for defendant, cross-examined the witness rather sharply. It was brought out by counsel that plaintiff understood he was to pay, together with his companion, the sum of \$500, \$250 each, in three instalments: first instalment to be paid when agreement was signed, the second some time between the 10th and 15th of the month.

Mr. d'Almada: When was the third instalment to be paid?

Witness: It should be paid after I got my licence from the Police.

The question arose as to whether the agreement covered the Chinese 7th Moon or the English month of September, and his Lordship interrupted the cross-examination to put questions to the witness to make clear this point.

Mr. d'Almada questioned the statement of witness that he had paid the sum of \$170 to defendant and later the sum of \$100, and witness acknowledged that the money had been put up by both parties to the action, both plaintiffs.

Mr. d'Almada questioned the action of plaintiff in paying to the defendant the sum of \$170, as a first instalment, and then, although dissatisfied with the treatment he was receiving, paid another \$100, and the witness replied that it had been represented to him that the defendant was in need of the money "to buy some things for the car."

Mr. d'Almada: I put it to you that the defendant taught you nearly every day from the 1st to the 16th of September?

Witness: No, I was only taught four times.

Mr. d'Almada: Did you learn anything about driving a car; do you know how to drive to some extent?

Witness: No, not at all.

Mr. d'Almada: Did you take the pains to learn?

Witness: Yes.

Mr. d'Almada: Would you be able to drive a car if you had four lessons more?

Witness: No, it would take about thirty times more.

A number of witnesses for the defence were brought into the Court to be identified by the plaintiff who was testifying, and witness was questioned as to whether he had taken a car out on his own initiative, and had signed for gasoline supplies at Ah King's slipway. Witness failed to identify the persons brought before him, and denied having taken a car out himself to drive and denied having signed for gasoline at the slipway.

The case was still proceeding when we went to press.

As will be seen from our advertisements Mr. Denman Fuller is giving the next of his Organ Recitals on Monday next in St. John's Cathedral at 6 p.m.; the programme cannot be said to be lacking in either novelty or interest and will include Eric Coates' "Isle of the Waters" which was only written last year, and the Third Rhapsody of that remarkable young writer Herbert Howells who has come into prominence—the last few months and who is acclaimed as one of the greatest writers for the organ of the day. In addition other pieces by Bach, Lemoine, Tchaikovsky and Batiata will be played.

## YANGTZE INSURANCE.

## INCREASE OF CAPITAL.

At an extraordinary general meeting of the Yangtze Insurance Association, Ltd., held at the Association's offices on May 31, the following resolutions were confirmed on the proposal of the chairman, Mr. J. Prentice, seconded by Mr. Brodie A. Clarke:

(1) "That each of the existing shares of the Association be divided into 10 shares of \$10 each."

(2) "That the capital of the Association be increased to \$2,500,000 by the creation of 130,000 shares of \$10 each."

(3) "That the new Articles already approved by this Meeting and for the purposes of identification subscribed by the chairman thereof be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Association in substitution for and to the exclusion of all the existing Articles thereof."

The other directors present were Messrs. A. W. Burkill, H. E. Arnold and C. J. Scott, while the notice convening the meeting was read by Mr. W. S. Jackson, general manager.

## WOMEN AND THEIR JEWELLERY.

Two Chinese women this morning charged another woman, before Mr. N. L. Smith, at the Magistracy, with defrauding them out of some jewellery to the value of \$301 and \$770 respectively.

Mr. A. E. Hall appeared for the prosecution, and in asking for a remand, suggested that if the defendant were allowed out on bail the sum should be \$2,000. Counsel said he was sure the defendant would be able to raise that sum, as she had some influential friends at the back of her.

His Worship enquired as to the facts of the case, and was informed that the defendant was a jewellery broker. Learning that the complainants wanted to sell some jewellery, she went to them and told them she had a buyer for the jewellery, and prevailed on the complainants to allow her to take the jewellery on approval. She failed to return the jewellery, and the complainants informed the Police, and the defendant was arrested.

The defendant said she did not intend to defraud the complainants; but was herself defrauded by another woman whom she met after leaving the complainants' house. She told this woman that she had been commissioned to sell some jewellery, and the latter said she would like to buy some. She went with the woman to her house, where she might inspect the jewellery. Whilst there she was given a drugged cup of tea to drink, and a few minutes later, she fell into a dead faint. When she awoke on the following morning, she found the other woman had absconded with all the jewellery.

The case was remanded for a week.

## OPIUM.

Chief Preventive Officer Wildin this morning charged a Chinese before Mr. R. O. Hutchinson, at the Magistracy with the unlawful possession of 25 tael of prepared non-Government opium. The Inspector said that when the defendant was searched yesterday, as he was leaving the s.s. "Hainong," the drug was found concealed in his girdle. The defendant said he was given \$5 by a man to bring a parcel ashore. He did not know the parcel contained opium—\$1,000 fine, or, in default, three months' hard labour.

Inspector Blackman then charged a Chinese girl with the unlawful possession of 33 tael of prepared non-Government opium and 30 tael of opium cross. She was searched whilst boarding the s.s. "Kochow," and the drug which was in five packages, was found tied round her body. Replying to his Worship, the girl said her parents were in the country. She was brought here by a man to earn her living. Inspector Blackman said he had tried his best to get some information out of the defendant after her arrest, but she would not speak. There was no doubt that she was shielding someone. A fine of \$1,000 or three months' hard labour was imposed.

The drug was in each case confiscated.

## CROUP.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine, and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home. For sale by all Chemists and Storekeepers.

## TO-DAY'S ADVERTISEMENTS.

## AUCTION.

THE Auction sale advertised elsewhere to take place on WEDNESDAY, has been postponed until 2.30 P.M., on THURSDAY.

HUGHES & HOUGH,  
Auctioneers.

PACIFIC MAIL S.S. COMPANY.

NOTICE TO CONSIGNEES.

S.S. "LAKE FARMINGDALE."

From CALCUTTA via PENANG and SINGAPORE.

THE above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on June 14th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godown, and all goods remaining undelivered after June 15th will be subject to sale.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. SHIPPING BOARD.

J. ORAM SHEPPARD,  
Acting Agents.

Hongkong, June 8, 1920.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction,

on

THURSDAY, June 10, 1920,

commencing at 11 a.m.

at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., West Point.

(For Account of the Concerned),

897 bags Tonkin Rice

(Stored in above Godown).

35 bags Tonkin Rice

(Stored in No. 12 Godown, Hongkong & Kowloon Wharf & Godown Co., Ltd., Kennedy Town).

305 bags Tonkin Rice

(Stored in Wah Kee's Godown, Kennedy Town).

513 bags Tonkin Rice

(Stored in Yue Fat's Godown, Kennedy Town).

LAMBERT BROS.,  
Auctioneers.

Hongkong, June 8, 1920.

on

THURSDAY, June 10, 1920,

commencing at 12 o'clock (noon),

at their Sales Rooms, Duddell Street.

7 doz. Lace Stockings,

200 doz. Loop Mantles,

9 tins Painting Ink,

10 cases Asparagus,

16 cases Armour's Bologna Sausages.

Also

A Quantity of Sundry

Office & Household Furniture.

Terms: Cash on delivery.

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Auctioneers.

Hongkong, June 8, 1920.

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Terms: Cash on delivery.

LAMBERT BROS.,  
Auctioneers.

Hongkong, June 8, 1920.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

THE Management of the "China Mail" desires to inform the public that its tariff for advertisements received on and after this date will be increased by 30 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail," will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

HONGKONG CRICKET CLUB.

## TENNIS.

A CUP has been presented for competition amongst Members and Subscribers during the summer months. Entries CLOSE on 15th June. Conditions and Entry List are posted at the Pavilion.

L. S. GREENHILL,  
Hon. Secretary.

Hongkong, June 8, 1920.

REPULSE BAY HOTEL.

WEDNESDAY, June 9th.

TEA DANCE from 4 to 7 P.M.

DINNER DANCE from 8 P.M.

SATURDAY, June 12th.

TEA DANCE from 4 to 7 P.M.

DINNER DANCE from 8 P.M.

SUNDAY, June 13th.

TEA DANCE from 4 to 7 P.M.

FLYING

SUNDAY, June 13th.

Commencing at 2.30 P.M.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel Main Office, or at Repulse Bay Hotel.

J. H. TAGGART,  
Manager.

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"SHINYO MARU."

From SAN FRANCISCO, via HONOLULU, JAPAN PORTS & MANILA.

The above named Steamer having arrived TUESDAY, June 8th 1920, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage will be assessed on cargo remaining undelivered after Tuesday, June 15th 1920.

All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, June 17th 1920, at 11 A.M.

No claims will be recognized after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

Y. TEUTSUMI,  
Manager.

Hongkong, June 8, 1920.

on

TUESDAY, at 5.15 & 9.15 p.m.

WEDNESDAY, at 2.30, 5.15 & 9.15.

POSITIVELY FOR TWO NIGHTS ONLY!

PARAMOUNT-ARTOCRAFT

presents

MARGUERITE CLARK

in

A Delightful Romantic Comedy Drama

of the Days of the Great Napoleon.

"THE FORTUNES OF FIFI,"

in 6 parts.

This programme is presented with

the guarantee of excellence of

THE CORONET.

## NOTICES.

## LANE, CRAWFORD &amp; CO.

## RAIN COATS.

THE ZAMBRENE RAINCOAT  
WITH ITS ROOMY SLEEVES  
AND WIDE SKIRT ENSURES  
UNFETTERED EASE AND  
COOLNESS.

PRICE \$30.00 AND \$35.00 EACH.

## BURBERRY RAINCOATS.

DISTINCTIVE IN APPEARANCE  
COMFORTABLE AND WEATHER  
RESISTING.

## COLUMBIA

## NEW RECORDS RECEIVED.

A 1516	(Cohen on the 'Phone 'Happy' The Married	Comic
A 2251	(Simplicity 'L'ardita Valse	Whistling Solo
A 2494	(The Boy & the Birds In the Valley of Sunshine	Descriptive Princes Band Tenor Solo Henry Burr
A 2885	(Peggy 'Say it with Flowers	" " " C. Harrison

## THE ANDERSON MUSIC CO., LTD.

18 DES VOEUX ROAD. TEL. 1332.

## BOUND THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7-passenger Motor Car \$12.00

OAKLAND, 5-passenger Motor Car \$ 8.00



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS:—  
(During the docking of s.s. SUIAN there will be no sailing to Macao at 8 a.m. and from Macao at 8 p.m.)  
To Macao daily at 5 p.m.  
From Macao daily at 8.30 a.m.Police Permits to leave the Colony are not required.  
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

STEAMSHIP SERVICES.

## S.S. "LOWTHER CASTLE"

About end of July.

## LLOYD TRIESTINO

FOR SHANGHAI AND YOKOHAMA.

## S.S. "PERSIA"

Sailing on or about 10th June.

## S.S. "PILSNA"

Sailing on or about 11th July.

FOR BRINDISI, VENICE &amp; TRIESTE

## S.S. "PILSNA"

Sailing on or about 12th August.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between  
JAPAN, HONGKONG & JAVA  
FOR JAPAN.

## S.S. "SAMARANG MARU"

Sailing on or about 10th June.

FOR JAVA.

## S.S. "BORNEO MARU"

Sailing on or about 10th June.

## OCEAN TRANSPORT Co., Ltd.

(TAITO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN  
PORTS with transshipment at CALCUTTA  
in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
and APCAR LINES.For Freight or Passage on any of the above Lines apply to—  
DODWELL & CO., LTD., Agents.

## IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON &amp; CO. (TELEPHONE 515).

## O. S. K.

## OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG.

BUREAU—Monthly direct service via Singapore and Port Said.

HAYRE MARU ..... Wednesday, 16th June.

HIMALAYA MARU ..... Sunday, 11th July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

SEATTLE MARU ..... Sunday, 4th July.

MEXICO MARU ..... Beginning of August.

BOMBAY &amp; COLOMBO—Regular fortnightly service via S'pore.

GANGES MARU ..... Tuesday, 29th June.

SAIGON MARU ..... End of June.

SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly service.

SHISEN MARU ..... Thursday, 1st July.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUKI MARU ..... Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo Overland points U.S. in connection with Chicago MILWAUKEE &amp; ST. PAUL RAILWAY.

CHICAGO MARU ..... Tuesday, 8th June.

ARABIA MARU ..... Tuesday, 29th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

AMAZON MARU ..... Saturday, 26th June.

JAPAN PORTS—Moj, Kobe, Yokohama, Yokohama.

KOSOHU MARU ..... Sunday, 20th June.

KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

KALJO MARU ..... Sunday, 12th June.

TAKAO via SWATOW and AMOY.

SHISEN MARU For Takao (direct)..... Wednesday, 8th June.

SOSHU MARU ..... Thursday, 17th June.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

## THE CHINA &amp; AUSTRALIA S. S. CO. LTD.

For MELBOURNE &amp; SYDNEY, via MANILA, SANDAKAN &amp; QUEENSLAND PORTS

"GABO" (Cargo only) ..... July 2nd  
"HWAH PING" ..... July 4th  
(Calling at Port Darwin)For Passage and Freight apply to—  
THE CHINA & AUSTRALIA S. S. CO. LTD.

113 Cornsant Road Central. Agents.

## SHIPPING

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI, SHANGHAI AND PUKOW	SHANTUNG	June 8, at 10 a.m.
SWATOW & BANGKOK	CHENGING	June 8, at 11 a.m.
MANILA	NINGPO	June 8, at 4 p.m.
SHANGHAI & TSINGTAO	YINGCHOW	June 12, at 4 p.m.
AMOI, SHANGHAI AND PUKOW	CHANG	June 18, at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Extraordinary accommodation and service. Electric Light and Fans in Saloon and State-rooms. Regular schedule service bet. Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow. For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE, AGENTS.

Telephone No. 32.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSEYS" ..... About June 15th.

"ICONIUM" ..... About June 22nd.

"WHEATLAND MONTANA" ..... About July 12th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE" ..... About June 15th.

"WARAN" ..... About June 23rd.

"ABERCOSS" ..... About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 &amp; 2478.

Fifth Floor, Hotel Mansions.

## SERVICE TO UNITED STATES

## NEW YORK and/or BOSTON.

Via Panama

## S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

## BARBER STEAMSHIP LINES, INC.

## THE ADMIRAL LINE,

TELEPHONE 2477 &amp; 2478.

AGENTS.

FIFTH FLOOR HOTEL MANSIONS.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE"

## HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUZ EDWARDS	ABOUT	SAILING	ABOUT
S.S. WEST BIXON	June 15	S.S. WEST BIXON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIKI	Aug. 10	S.S. WEST HIKI	Aug. 12

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Buildings, Chater Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1081.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
SIBERIA MARU	30,000	13th June.
SHINYO MARU	21,000	17th June.
PERSEA MARU	9,000	12th July.
KOREA MARU	21,000	14th July.
TENYO MARU	21,000	11th Aug.

From Kobe. \*Call at Keelung. \*Omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, HALING CRUZ, HALBOA,

CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,000	July 12th.
ANYO MARU	15,000	Sept. 9th.

Ships are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For all information as to rates, freight space, sailings, etc., apply to—  
Y. TSUTSUMI, Manager, Kings Building.

Telephone 2274 and 22.

## SHIPPING

## C. P. S.

## SAILINGS

## HONGKONG to VANCOUVER

(via Shanghai, Nagasaki (Moj) Kobe &amp; Yokohama)

From

STEAMERS

HONGKONG

VANCOUVER

Monteagle ..... June 8 July 8

Empress of Russia ..... July 1 July 18

Empress of Japan ..... July 20 Aug. 10

Empress of Asia ..... July 29 Aug. 18

Monteagle ..... Aug. 12 Sept. 5

Empress of Russia ..... Aug. 26 Sept. 13

Empress of Japan ..... Sept. 14 Oct. 5

Empress of Asia ..... Sept. 23 Oct. 11

Monteagle ..... Oct. 31 Nov. 8

Empress of Russia ..... Oct. 26 Nov. 19

Empress of Japan ..... Nov. 9 Nov. 30

Empress of Asia ..... Nov. 18 Dec. 6

Empress of Russia ..... Dec. 16 Jan. 8

Passage Fare Hongkong to United Kingdom

Empress of Russia ..... 12,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia ..... 12,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Japan ..... 12,500 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Russia ..... 12,500 Tons Reg. Gold 6,000 Tons Reg. Gold

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Empress of Russia ..... 12,500 Tons Reg. Gold 6,000 Tons Reg. Gold



SECRET

**Ship and Soda Manufacturers.**  
Cable Add: "CHICOTE" Tel. 14





## Cool Suits for Hot Weather

made of "Palm Beach" cloth which combines comfort and good appearance. They are light, durable and wash splendidly.

Call and inspect them at

**MACKINTOSH & CO. LTD.**

MEN'S WEAR SPECIALISTS.

18, Des Voeux Road. Telephone 28.

## HARBOUR MASTER'S REPORT.

According to the report of the Harbour Master for 1919 the total of the shipping entering and clearing at ports in the Colony amounted to 649,168 vessels of 35,615,169 tons, which compared with 1918, shows an increase of 69,527 vessels, with an increase of 6,096,980 tons. Of the shipping 41,985 vessels of 21,072,129 tons were engaged in foreign trade, as compared with 43,436 vessels of 16,555,332 tons in 1918. British ocean going ships account for 324 per cent of the tonnage and British river steamers for 15.4 per cent.

Of vessels of European construction, 4,571 Ocean Steamers, 4 Sailing Ships, 3,550 River Steamers, and 2,509 Steamships not exceeding 60 tons entered during the year, giving a daily average of 29.1 ships, as compared with 27.3 in 1918, and 29.9 in 1917.

The average tonnage of individual ocean vessels entering the port increased from 1,459.2 tons to 1,583.1 tons, the increase in British ships being from 1,482.6 tons to 1,772.6 tons. River steamers increased in average tonnage from 484.7 tons to 448.8 tons.

An increase is shown in British Ocean-going shipping of 1,421 ships or 58.1 per cent, and an increase of 3,214,448 tons or 88.6 per cent. This is due to a partial recovery of shipping after war conditions owing to release of many ships for commercial purposes. British River Steamers decreased by 305 ships and 190,664 tons or 5.2 per cent, in numbers and 5.5 per cent in tonnage. This is due to two ships formerly British having been transferred to the Chinese flag, to one ship having been taken off the run for three months and another having been laid up. Foreign Ocean-going Vessels increased by 1,040 ships with an increase of 1,507,930 tons or 24.5 per cent, in numbers and 24.6 per cent in tonnage. This is due to partial return to pre-war conditions.

Foreign River Steamers show an increase of 89 ships and a decrease of 20,638 tons or 5.2 per cent, in numbers and 3.3 per cent in tonnage. This is due to the transfer of two ships formerly British to the Chinese flag and to two large ships having been taken off the run. In Steamships not exceeding 60 tons employed in Foreign Trade there is a decrease of 967 ships and a decrease of 19,049 tons or 16.1 per cent in numbers and 10.5 per cent in tonnage. This decrease is due to a number of Steam-launches being laid up part of the year owing chiefly to the expense of coal and to two vessels formerly run as Steam-launches having been re-measured and run as vessels over 60 tons. Junks in Foreign Trade show a decrease of 2,729 vessels of 275,333 tons or 11.6 per cent, in numbers and 12.6 per cent in tonnage. This decrease is but apparent. It is due to the abolition of war time regulations under which the movements of all junks were reported. Now many of them fail to report arrival or departure.

In Local Trade (i.e., between places within the waters of the Colony) there is an increase in Steam-launches of 87,086 vessels with an increase in tonnage of 2,631,944 or 17.5 per cent, in numbers and 42.5 per cent in tonnage. This increase is due to more shipping frequenting the Port, the employment of Launches towing having considerably increased. Junks in Local Trade show a decrease of 16,008 vessels and 651,761 tons or 43.2 per cent, in numbers and 35.6 per cent in tonnage. This decrease is due to abolition of war time restrictions, under which the movements of all junks irrespective of size were reported, where as many of them now fail to report their movements.

## OUR LOCAL POETS.

THEN AND NOW!

When Huns were hammering at the door,  
And you were filled with fear,  
The service men were to the fore  
In all your minds out here.

You fitted them and said nice things  
About what they could do.  
As guardian angels without wings  
They then appeared to you.

But after armistice was signed,  
And you felt safe once more,  
Such thoughts of them, you soon re-  
signed.

And all was as before.  
And now your doors are closed to them,  
Your guests they must not be:  
They're only common soldier men.  
Or sailormen, you see!

Some colonel you may ask to dine  
To give your place a tone.  
Because you want to be thought fine.  
And just for that alone.

And yet these lads, who now are here,  
Lying close by your side,  
Have fought and bled for you "out  
there."

And would for you have died.  
The life in barracks or board ship  
Has nought of homelike charm:  
Soon into ways the best may slip.  
That cause them lasting harm.

If gratitude you really feel  
For what the lads have done,  
Your cloak of snobbishness just peel.  
And make them feel at home.

— TIGRIS.

The actual number of individual Ocean-going Vessels of European construction during the year 1919 was 957 of which 301 were British and 656 Foreign. In 1918 the corresponding figures were 675 of which 162 were British and 513 Foreign.

These 957 ships measured 2,230,105 tons. They entered 4,575 times and gave a collective tonnage of 7,242,639 tons. Thus 282 more ships entered 1,232 more times and gave a collective tonnage greater by 2,364,580 tons, an average of 1,919.3 tons per entry. On 301 British ships there were 2,408 British and 32 foreign officers while on 656 foreign ships there were 4,659 officers of whom 78 were British 1.6 of the officers serving in foreign ships were British, which is an increase on the previous year. In the British ships 22.74 per cent of the crews were British, and 86.88 Asiatics. On foreign ships 0.83 per cent of the crew were British and 92.00 per cent Asiatics.

In the river trade in 1919 1,373,947 passengers were carried, (1,410,400 in 1918), 328,369 tons were exported (399,458 in 1918), and 323,563 tons imported (362,146 in 1918). Trade by junks amounted to 1,454,715 tons.

The gross revenue collected by the Harbour Department was \$633,794.25 against \$594,728.91, an increase of 6.16 per cent. The expenditure was \$191,850.96 as against \$173,527.64 in the previous year. This increase is due to more expenditure incurred on new moorings for ocean steamships and salaries for officers returned from active service. Emigrants leaving Hongkong in 1919 numbered 59,969.

The total expenditure for upkeep of Government moorings and buoys for the year was \$36,286.46 and the revenue \$61,156.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3510.

## ANGLO-JAPANESE ALLIANCE.

COUNT OKUMA'S VIEWS.

RENEWAL MORE THAN EVER NECESSARY: BOLSHIEVİK DANGER.

ATTITUDE OF MERCHANTS.

Marquis Okuma, in the course of an interview, declared that the Anglo-Japanese Alliance was more than ever necessary in view of the post-bellum situation, especially in the Orient. Without the Alliance, he continued, "dangers threaten China, Siberia and India, particularly the latter. This is a critical moment with the Bolsheviks threatening Turkistan and Afghanistan. The greatest encouragement to the Reds would be the knowledge that Japan would not interfere whatever happened in India. The same applies to Japan with regard to Siberia. The League of Nations is welcome but is not yet founded on a solid enough basis morally to control the world, as is evidenced by the Anglo-French Alliance as a guarantee to France and the refusal of America to ratify the Treaty. The necessity of a renewal of the Alliance is not limited to the contracting parties. It extends also to the other Powers, responsible for the safeguarding of the world's peace. America, vitally interested in the Orient, should lead in welcoming a continuance of the Alliance. Because of the Monroe Doctrine America is unable actually to participate in the Alliance but, if it were made possible, she would surely be welcomed into the group which would thus form a triple alliance, while the efficacy of the alliance for the maintenance of peace would be enhanced." The British residents in China and the Australians are taking a superficial view and are opposing the renewal on the ground that it throws unilateral obligations upon the British. Japan played a significant part in guarding the Pacific and frustrating German designs against Russia and she was constantly a faithful ally in peace and war. The maintenance of the Alliance is an imperative necessity though textual changes are necessary.

## SHANGHAI COTTON MFG. CO. CASE.

SETTLEMENT ANNOUNCED.

A settlement has been reached in the affairs of the Shanghai Cotton Manufacturing Co., Ltd., which have been before the British Supreme Court for some little time. An announcement to this effect was made by Mr. D. McNeill, appearing for Mr. F. J. Burnett, in the petition by the former that the company should be wound up under the supervision of the Court, though the exact terms of the settlement were not divulged. With Mr. McNeill for the petitioner was Mr. W. H. Langley Smith, while Mr. R. N. Macleod appeared for the Company.

Mr. McNeill said he was glad to be able to inform his Lordship, Judge Skinner Turner, that since the Court last sat he and his learned friend and their respective clients had been able to come to some arrangement and, therefore, with his Lordship's permission, he proposed to withdraw the petition. Counsel explained that in spite of a difference of opinion his clients had never desired to make any imputation on the good faith of the directors, liquidators or any of the Japanese shareholders in the case and at the same time he would like, if any of the documents filed in the case had suggested any such imputation, to withdraw it unreservedly.

Mr. Macleod consented to this course being adopted and said that he quite appreciated his learned friend's remarks.

His Lordship said the petition would be withdrawn and he appreciated what Mr. Macleod had said on behalf of his clients. It seemed to him a most satisfactory conclusion of the case for proceedings of that sort must have tended to harm the liquidation of so successful and prosperous a company as this and it had spared him a lengthy and possibly troublesome inquiry. He was glad to hear from Mr. McNeill what he had said about any possible imputation in the documents.

The Court then rose.

## FOR A LAME BACK.

WHEN you have pains or lameness in the back be the parts with Chamberlain's Pain Balm twice a day for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all Chemists and Storekeepers.

## MANCHESTER WEEKLY MARKET REPORT.

Messrs. James F. Hutton and Co., Ltd., Manchester, report on April 28.

New York has been very unsettled, being unfavourably affected by the Japanese financial situation, which forced a certain amount of liquidation, and also by further reports of bad weather in the growing States, but the bearish element has proved the stronger and prices are again lower. The downward trend was reflected in Liverpool prices but owing to an adverse movement in sterling exchange on New York, values have been sustained. From a review of the changes in values which have taken place recently, it is to be noted that distant positions have relatively become much dearer, which is of course to be put down to the unsatisfactory start the new crop has had, and there is little doubt that the dominant factor in the cotton markets for some time will be the weather news. In view of the importance of this influence, a report to hand is of much interest. This states that no real damage has as yet been done to the crop by bad weather and if, as is forecasted, there should now be a clearer and warmer spell, little serious harm will have been caused, although of course under present conditions it has many risks to run. In the yarn and cloth markets there is little change to report, the absence of demand having become almost universal. Of enquiry there is a moderate amount, but for the present there seems to be little serious intention to do business behind it; it appears rather in the nature of a testing of prices. Here, however, no weakness whatever has developed, for although there is a slightly easier tone for some grades of yarn and cloth, prices for others are quoted even higher. The wages dispute continues to overshadow all other factors and the prospects of a settlement are little advanced. The operative spinners and card-room workers' ballot resulted in favour of a strike and notices were immediately handed in to expire May 1st and negotiations in this connection of the employers and operatives' representatives, which is to take place to-morrow. In the weaving section however, the outlook is brighter as the strike notices have been postponed to May 8th and the operatives' union have agreed to the principle of arbitration.

## MR. F. S. UNWIN RETIRES.

52 YEARS OF CHINA.

Mr. F. S. Unwin, one of the oldest foreign residents in China, left for home on the "Tenyo Maru," with Mrs. and Miss Unwin.

Mr. Unwin arrived in China in September 1868, his first point being Foochow. After serving at several other Southern ports and at Takow, Formosa, he spent several years at Chefoo and Newchwang, where he was in charge in 1885. He was Commissioner at Ningpo and Chinkiang in the late 'nineties, and acted as Chief Secretary of the Inspectorate General temporarily established at Shanghai during the Siege of Peking, when the capital was cut off from the outer world. His subsequent posts were Ichang, Soochow, and Chefoo, where he spent several years from 1909 to 1912. He will, however, be best remembered as Commissioner at Shanghai from 1913 to 1917, when on account of the war, his position was far from being a sinecure. After being on home leave which he spent in America, he returned for a year to the post of Commissioner at Hankow, and in November last was appointed Statistical Secretary, terminating in that position a service of 52 years in the Chinese Customs Service.

Mr. Unwin is one of the first, indeed we believe the first, to benefit by the new pensions scheme recently adopted for the Customs, and his many friends will wish that he may live long to enjoy the reward of his service to China. But this thought in no way lessens their regret at his departure, for both inside and outside the Customs Mr. Unwin was widely liked. Mrs. Unwin unfortunately suffered from very poor health in China; it is to be hoped she will benefit by the change to England.

Mr. Unwin has been succeeded as Statistical Secretary by Mr. J. W. H. Ferguson, who has already assumed charge of the Statistical Department.

## CAUSE OF DESPONDENCY.

DESPONDENCY is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Storekeepers.

## ABSENTEE RAJA.

SUBJECTS DEMAND RETURN.

We see from a telegram, says the Madras Mail, that H.H. the Rajah of Pudukotah still continues to wander about the face of the earth, leaving the administration of his little State in commission. It would be interesting to know what reason His Highness now advances for his continued absence. Some years ago, when the Council was first appointed, it was stated that the health of the ruler demanded that he should have a more or less prolonged stay in England. Since then the Rajah has married an Australian lady, and his visits to his State have been like those of angels, few and far between, and only for very brief intervals. During the war the Rajah lived in Australia, but since then he has taken to wandering again, and takes no part in the administration of the State. Apparently, as long as he, the Rajah and the young heir draw a handsome Civil List allowance from the State which permits a luxurious absentee life, he does not much worry about the feelings of his subjects in the matter. At first they were sympathetic, then succeeded a period of apathy, but recently, judging from communications on the subject that we have received, they are becoming restive and demand that their ruler should return and take a more active interest in his State and his subjects. The financial resources of Pudukotah are none too large, and the people wonder why a double burden should be imposed on them of maintaining their ruler and his family and a Council of Regency. We hope that an Indian gentleman's estimate of the Rajah as a ruler is not true, namely that he cared so little for the State that he would sell it if he could find a purchaser. Is it not time that the Madras Government, who have political control of the State, courteously but firmly insisted on the Rajah occupying his proper place? If his health permits him to travel about the world in the way he does, it ought certainly to allow him to take up again the administration of Pudukotah.

## NEW ZEALAND'S GRIEVANCES.

Sir Thomas Mackenzie, High Commissioner of New Zealand, speaking "with considerable feeling" at the luncheon given to Lord Atholstan of the Montreal Star by the Times, declared that because of the action of the Government the vital interests of the Dominion which he represents are at stake. "Our very life-blood," he said, "is intertered with."

"In support of this assertion," he gave a few startling figures and facts with regard to the way in which the disposal of three of the staple products of New Zealand—wool, butter, and meat—has been and is being handled by the Government. Wool sold to them by New Zealand at its 3d. a pound has not, he said, reached our manufacturers under 5s. 10s. a pound. "No wonder that your tailors are charging you twenty guineas for a suit of clothes." It is true that New Zealand is entitled to a half share of the profits, but we don't want it. All the farmers are agreed that any surplus should go to the soldiers and sailors who suffered by the war.

"The Food Controller, he went on to say, under a mistaken assumption, is holding up more than five million carcasses of New Zealand meat. What is the result? After a time the meat must deteriorate, and the high reputation which this important article of diet has enjoyed will be destroyed. As for the price, 'it is true that mutton has been reduced 1½d., but lamb has been increased, so that there is an average increase of ½d. instead of a reduction."

"The case of New Zealand butter appears to be even more outrageous. It is, he told his audience, threatened with expulsion from the British market, unless New Zealand accepts the price offered by the Government. That price is 1s. 7½d. a pound, considerably less than half what Irish butter merchants are allowed to charge for their produce. No wonder there is bitter feeling of indignation, as he said, at the Antipodes. No wonder that 80,000 of those interested in the New Zealand meat trade have come to the conclusion that they must combine and regulate the quantities of New Zealand meat that shall be placed on the home market."

"It is difficult to understand what the Food Controller expects to do. What he actually does is to satisfy neither the producer in New Zealand nor the would-be consumer in this country. He is robbing Peter, but he certainly is not paying (or pleading) Paul," says the Times.

## DAIRY FARM NEWS.

Received new shipments

LAMB, MUTTON, BEEF, RABBITS, HARES,

&c, &c.

from Australia.

KIPPERS, FINNAN HADDOKES, FILLET HADDOKES, direct from the Scottish Fisheries.

HAM 60 cents per lb.  
BACON IN RASHERS 60 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

## "Keepkool" Underwear

FOR MEN.

THE NEW IDEA IN SUMMER UNDERWEAR.

"The Only Elastic Ribbed Porous Underwear."

WITH the advance of civilization the question of dress ever becomes a matter of greater importance. Particularly in tropical climates any article of dress that tends to mitigate the suffering caused by extreme heat is sure to find a cordial reception.

Discriminating people everywhere have been educated to know that underwear is the article of apparel that really requires the greatest care in its selection. The ideal underwear for hot weather must be light in weight, durable, absorbent and elastic. For these reasons the porous principle in underwear is the solution of the hot-weather problem. The pores in the fabric are in reality little cells that permit the air to circulate between the outer clothing and the skin. These little chambers allow the heat from the body to evaporate before it has a chance to condense and form perspiration, thus keeping the body dry and cool.

Underwear however, must be more than "porous" to be comfortable; it must be elastic. Elasticity is of prime importance as it allows the garment to give full play to the movements of the body and prevents it from chafing and binding. "Keepkool" underwear is the only brand that fulfils all of these necessary conditions. It is porous for coolness, elastic for comfort, lock stitched for durability, and absorbent for health. No other brand selling at popular prices contains all of these necessary features.

VESTS with Short Sleeve \$2.50 each  
Size 32 to 44 inch.

KNEE DRAWERS \$2.50 each  
Size 34 to 44 inch.

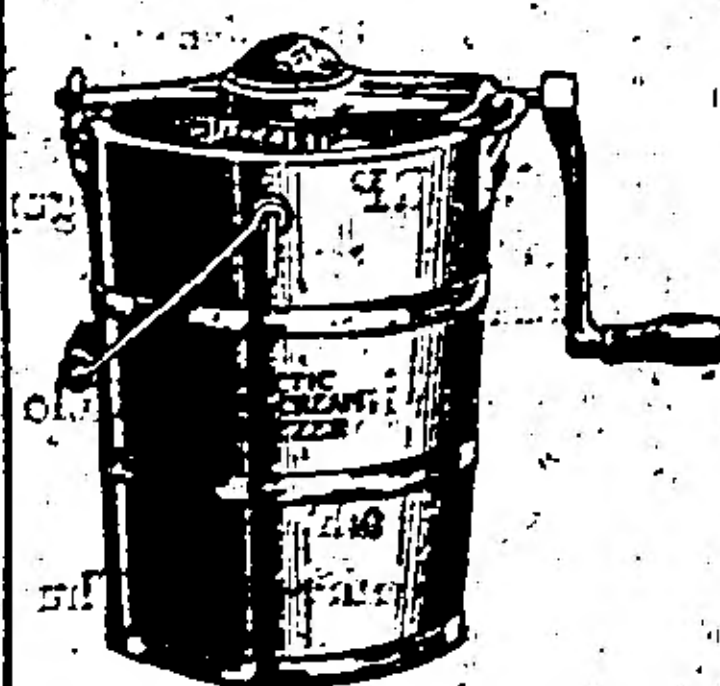
The NEW STYLE one Button Combination \$4.75 each.  
Size 32 to 42 inch.

CALL IN AND EXAMINE THE GOODS.

WHITEAWAY, LAIDLAW & CO., LTD.

20, Des Voeux Road Central, Hongkong.

## A FREEZER THAT IS



RELIABLE

EASY TO HANDLE

QUICK TO SATISFY

ASK FOR THE "ARCTIC" WHEN

YOU COME IN NEXT TIME.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

MUSTARD & CO.

# RENTICO SUPPLIES

FOR TYPEWRITERS & OFFICE STATIONERY.

Tel. No. 1186.







# FAREWELL! OF THE WORLD-FAMOUS MARIE TEMPEST

THURSDAY, June 17th — "The Duke of Killarney."  
FRIDAY, June 18th — "The Marriage of Kitty." Book 47.  
SATURDAY, June 19th — "Outcast." Moutrier's

## SHIPS DUE TO ARRIVE.

### FROM EUROPE.

The s.s. ELLENOR, due here June 14th and sails for Shanghai June 15.  
The s.s. DEMOCLEON, due here June 18th and sails for Shanghai June 19.  
The s.s. THESEUS, due here June 14th and sails for Shanghai and Hankow June 25.  
The s.s. LAOMEDON, due here June 25th and sails for Shanghai June 27.  
The s.s. DEMOCLEON, due here June 27th and sails for Shanghai June 29.  
The s.s. PYRRHUS, due here June 28th and sails for Shanghai June 30.  
The s.s. ALICIOUS, due here July 2nd and sails for Shanghai and Taku July 4.  
The s.s. BELLEROPHON, due here July 13th and sails for Japan July 14.  
The s.s. NINGCHOW, due here July 15th and sails for Shanghai and Japan July 18.  
The s.s. STIEGERWALD, due here July 25th and sails for Japan July 28.

### FROM AMERICA.

The s.s. ECUADOR, left San Francisco May 1st, and is due here via Honolulu, Japan, Shanghai and Manila, June 9.  
The s.s. TYNDAREUS, left Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.  
The s.s. PERSEA MARU, left San Francisco May 28th and is due here via Honolulu, Yokohama, Kobe and Nagasaki July 5.  
The s.s. KUREA MARU, leaves San Francisco June 28th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.  
The s.s. COLUMBIA, left San Francisco May 28th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.  
The s.s. NILE, leaves San Francisco June 28th and is due here via Honolulu, Yokohama, Kobe and Nagasaki July 17.  
The s.s. INION, leaves Seattle June 24th and is due here via Yokohama, Kobe and Manila, July 23.  
The s.s. VENEZIA, leaves San Francisco June 28th and is due here via Yokohama, Kobe, Shanghai and Manila on Aug. 4.  
The s.s. PROTEUS, leaves Seattle July 11th, and is due here via Yokohama, Kobe and Manila August 15.

### FROM AUSTRALIA.

The s.s. ST. ALBANS, left Melbourne June 1st, and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, Pandanus and Manila June 30.

### FROM CANADA.

The s.s. EMPRESS OF RUSSIA, leaves Vancouver June 2nd, and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on June 24.  
The s.s. EMPRESS OF JAPAN, leaves Vancouver June 23rd, and is due here via Yokohama, Kobe, Nagasaki and Shanghai on July 15.

### FROM MANILA.

The s.s. WEST HILMROD, is due here from Manila on June 6th and leaves for San Francisco on June 8.  
The s.s. TYNDAREUS, leaves Manila June 13th due here June 15th and leaves for Seattle via Kobe and Yokohama, June 25.  
The s.s. INION, leaves Manila July 25th and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 8.

### ARRIVALS.

June 8.  
The s.s. SAMARANG MARU, Jap., 2,488 tons, from Samarang, Capt. Morita, Delivered.  
The s.s. FOESGANG, Brit., 1,387 tons, from Calcutta, Capt. Mitchell, J. M. & Co., S. Wharf.  
The s.s. HIRADO MARU, Jap., 885 tons, from Keelung, Capt. Okumura, M.E.K. Pier.  
The s.s. HEIMEI MARU, Jap., 2,723 tons, from Bombay, Capt. Nakamichi, N.Y.S., K. Wharf.

### CLEARANCES.

June 8.  
The s.s. HIRADO MARU, (Jap.), cleared to-day and will sail for Keelung at daylight to-morrow.  
The s.s. SHISEN MARU, (Jap.), cleared to-day and will sail for Taku at daylight to-morrow.

### DEPARTURES.

June 8.  
The s.s. MONTAGUE, (Brit.), Capt. A. J. Hosken, Agents O.P.S. left for Vancouver via Shanghai to-day.  
The s.s. HAIHONG, (Brit.), Capt. Passmore, Agents D. L. & Co. left for Foochow via Swatow to-day.  
The s.s. DIKEBANG, (Dutch), Capt. F. B. Bannan, Agents V.O.L. left for San Francisco via Nagasaki to-day.  
The s.s. WAR REPOY, (Brit.), Capt. Harrison, Agents The Admiralty left for Aden via Singapore and Port to-day.

"WALLA-WALLA" LAUNCHES  
Phone No. 3316.

## WEATHER REPORT.

June 8d. 12h. 34m. — No returns from Japan and the Philippines.

Pressure changes are slight at stations reporting. Owing to lack of telegraphic returns no summary of distribution can be given.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 31.55 inches, against an average of 27.45 inches.

Forecast for the 24 hours ending at noon on June 9th.

1.—Hongkong to Gap Rock, E. and S.E. winds, moderate; fair.

2.—Formosa Channel. The same as No. 1.

3.—South coast of China between Hongkong and Lamocka. The same as No. 1.

4.—South coast of China between Hongkong and Hainan. The same as No. 1.

5.—North coast of China between Hongkong and Japan. The same as No. 1.

6.—East coast of Japan. The same as No. 1.

7.—South coast of Japan. The same as No. 1.

8.—North coast of Japan. The same as No. 1.

9.—East coast of Korea. The same as No. 1.

10.—South coast of Korea. The same as No. 1.

11.—North coast of Korea. The same as No. 1.

12.—East coast of Manchuria. The same as No. 1.

13.—South coast of Manchuria. The same as No. 1.

14.—North coast of Manchuria. The same as No. 1.

15.—East coast of Siberia. The same as No. 1.

16.—South coast of Siberia. The same as No. 1.

17.—North coast of Siberia. The same as No. 1.

18.—East coast of Alaska. The same as No. 1.

19.—South coast of Alaska. The same as No. 1.

20.—North coast of Alaska. The same as No. 1.

21.—East coast of Greenland. The same as No. 1.

22.—South coast of Greenland. The same as No. 1.

23.—North coast of Greenland. The same as No. 1.

24.—East coast of Iceland. The same as No. 1.

25.—South coast of Iceland. The same as No. 1.

26.—North coast of Iceland. The same as No. 1.

27.—East coast of Norway. The same as No. 1.

28.—South coast of Norway. The same as No. 1.

29.—North coast of Norway. The same as No. 1.

30.—East coast of Sweden. The same as No. 1.

31.—South coast of Sweden. The same as No. 1.

32.—North coast of Sweden. The same as No. 1.

33.—East coast of Finland. The same as No. 1.

34.—South coast of Finland. The same as No. 1.

35.—North coast of Finland. The same as No. 1.

36.—East coast of Denmark. The same as No. 1.

37.—South coast of Denmark. The same as No. 1.

38.—North coast of Denmark. The same as No. 1.

39.—East coast of Germany. The same as No. 1.

40.—South coast of Germany. The same as No. 1.

41.—North coast of Germany. The same as No. 1.

42.—East coast of Poland. The same as No. 1.

43.—South coast of Poland. The same as No. 1.

44.—North coast of Poland. The same as No. 1.

45.—East coast of Czechoslovakia. The same as No. 1.

46.—South coast of Czechoslovakia. The same as No. 1.

47.—North coast of Czechoslovakia. The same as No. 1.

48.—East coast of Austria. The same as No. 1.

49.—South coast of Austria. The same as No. 1.

50.—North coast of Austria. The same as No. 1.

51.—East coast of Hungary. The same as No. 1.

52.—South coast of Hungary. The same as No. 1.

53.—North coast of Hungary. The same as No. 1.

54.—East coast of Rumania. The same as No. 1.

55.—South coast of Rumania. The same as No. 1.

56.—North coast of Rumania. The same as No. 1.

57.—East coast of Bulgaria. The same as No. 1.

58.—South coast of Bulgaria. The same as No. 1.

59.—North coast of Bulgaria. The same as No. 1.

60.—East coast of Greece. The same as No. 1.

61.—South coast of Greece. The same as No. 1.

62.—North coast of Greece. The same as No. 1.

63.—East coast of Turkey. The same as No. 1.

64.—South coast of Turkey. The same as No. 1.

65.—North coast of Turkey. The same as No. 1.

66.—East coast of Persia. The same as No. 1.

67.—South coast of Persia. The same as No. 1.

68.—North coast of Persia. The same as No. 1.

69.—East coast of India. The same as No. 1.

70.—South coast of India. The same as No. 1.

71.—North coast of India. The same as No. 1.

72.—East coast of Ceylon. The same as No. 1.

73.—South coast of Ceylon. The same as No. 1.

74.—North coast of Ceylon. The same as No. 1.

75.—East coast of Malaya. The same as No. 1.

76.—South coast of Malaya. The same as No. 1.

77.—North coast of Malaya. The same as No. 1.

78.—East coast of Sumatra. The same as No. 1.

79.—South coast of Sumatra. The same as No. 1.

80.—North coast of Sumatra. The same as No. 1.

81.—East coast of Java. The same as No. 1.

82.—South coast of Java. The same as No. 1.

83.—North coast of Java. The same as No. 1.

84.—East coast of Borneo. The same as No. 1.

85.—South coast of Borneo. The same as No. 1.

86.—North coast of Borneo. The same as No. 1.

87.—East coast of Celebes. The same as No. 1.

88.—South coast of Celebes. The same as No. 1.

89.—North coast of Celebes. The same as No. 1.

90.—East coast of Moluccas. The same as No. 1.

91.—South coast of Moluccas. The same as No. 1.

92.—North coast of Moluccas. The same as No. 1.

93.—East coast of Philippines. The same as No. 1.

94.—South coast of Philippines. The same as No. 1.

95.—North coast of Philippines. The same as No. 1.

96.—East coast of Japan. The same as No. 1.

97.—South coast of Japan. The same as No. 1.

98.—North coast of Japan. The same as No. 1.

99.—East coast of Korea. The same as No. 1.

100.—South coast of Korea. The same as No. 1.

101.—North coast of Korea. The same as No. 1.

102.—East coast of Manchuria. The same as No. 1.

103.—South coast of Manchuria. The same as No. 1.

104.—North coast of Manchuria. The same as No. 1.

105.—East coast of Siberia. The same as No. 1.

106.—South coast of Siberia. The same as No. 1.

107.—North coast of Siberia. The same as No. 1.

108.—East coast of Alaska. The same as No. 1.

109.—South coast of Alaska. The same as No. 1.

110.—North coast of Alaska. The same as No. 1.

## NOTICES.

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### MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. *Empress of Asia*, arrived at Shanghai on the 6th June, left there 6th June and is due at Nagasaki on the 7th June.  
The T.K.K. s.s. *Tango Maru* arrived at Yokohama on the 4th instant and is expected here on the 8th instant for Honolulu and San Francisco.  
The N.Y.K. s.s. *Shingo Maru* (Calcutta Line) left Moji for this port on the 4th June and is expected here on the 9th June.  
The N.Y.K. s.s. *Penang Maru* (Liverpool Line) left Bombay for this port on the 2nd June and is expected here on the 10th June.  
The N.Y.K. s.s. *Bombay Maru* (Bombay Line) left Kobe for this port on the 4th June and is expected here on the 9th June.  
The P. & O. s.s. *Coventry* left Shanghai on the 28th April and is due here on the 10th instant at about noon.  
The N.Y.K. s.s. *Etana Maru* (European Line) left Shanghai for this port on the 7th June and is expected here on the 10th June.  
The N.Y.K. s.s. *Shingo Maru* (Calcutta Line) left Singapore for this port on the 6th June and is expected here on the 12th June.

## POST OFFICE.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

### INWARD MAIL.

WEDNESDAY, June 9.  
Japan—Per BOMBAY MARU.  
Japan—Per SHINGO MARU.  
Straits—Per PENANG MARU.  
Shanghai—Per YINGCHOW.  
THURSDAY, June 10.  
Straits—Per MADRAS.  
Shanghai and Japan—Per KITANO MARU.  
SATURDAY, June 12.  
Straits and Calcutta—Per SHINRYU MARU.

### OUTWARD MAIL.

TUESDAY, June 8.  
\*Formosa—Per KEELUNG—Per HIRADO MARU, 5 p.m.  
\*Haiphong—Per POLEE, 5 p.m.  
\*Formosa—Per TAIKO—Per SHISEN MARU, 5 p.m.  
\*Straits—Per Ceylon—Per SHISEN MARU, 5 p.m.  
\*Straits—Per SUEZ—Per SHISEN MARU, 5 p.m.  
WEDNESDAY, June 9.  
Straits, Bangkok, Calcutta and Aden—Per LAISANG, 3 p.m.  
Fort Bayard, Hongkong and Haiphong—Per BANOL, 4 p.m.  
Japan via Moji—Per SAMARANG MARU, 5 p.m.  
THURSDAY, June 10.  
Shanghai and North China—Per SIKIANG, 11 a.m.  
Shanghai and North China—Per KIUKIANG, 3 p.m.  
\*Swatow—\*Ningpo—\*Shanghai and \*North China—Per CHOY-SANG, 5 p.m.  
\*Shanghai and \*North China—Per LOO-SANG, 5 p.m.  
FRIDAY, June 11.  
Straits, Bangkok, Ceylon, Mauritius, India via Dhanushkoti, Egypt & EUROPE via MARSEILLES—Per KITANO MARU, Registration 9.45 a.m. Letters 10.30 a.m.  
Swatow, Amoy and Foochow—Per HAI-CHING, 1 p.m.  
Philippine Islands—Per LOONGSANG, 2 p.m.  
Shanghai, North China and Japan via Kobe—Per MADRAS, 2 p.m.  
SATURDAY, June 12.  
Haiphong, Peking and Haiphong—Per KAI-FUNG, 3 p.m.  
Shanghai and North China—Per YING-CHOW, 3 p.m.  
SUNDAY, June 13.  
Swatow, Amoy and Formosa via Keelung—Per KAIJO MARU, 9 a.m.  
TUESDAY, June 15.  
Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America and EUROPE via VICTORIA—Per RUSIMI MARU, Registration 8.45 a.m. Letters 9.30 a.m.  
Swatow, Amoy and Foochow—Per HAI-LOONG, 1 p.m.  
\*Amoy, Shanghai and North China—Per LOO-SANG, 2 p.m.  
FRIDAY, June 18.  
Shanghai, North China and Japan via Moji—Per IYO MARU, 10 a.m.  
WEDNESDAY, June 23.  
Philippine Islands, Amoy, Foochow, Swatow and THURSDAY ISLAND—Per TANGU MARU, Registration 8.45 a.m. Letters 9.30 a.m.  
FRIDAY, June 25.  
Japan via Nagasaki—Per NIKKO MARU, 10 a.m.  
Straits, Bangkok, Ceylon, Mauritius, India via Dhanushkoti, Egypt, and EUROPE via MARSEILLES—Per IYABA MARU, Registration 8.45 a.m. Letters 9.30 a.m.  
WEDNESDAY, June 30.  
Philippine Islands—Per Formosa via Keelung.  
\*Shanghai, North China, Japan via Moji—Per Canada, United States, Central and South America and EUROPE via VICTORIA—Per TAJIMA MARU, Registration 8.45 a.m. Letters 9.30 a.m.  
THURSDAY, July 1.  
\*Shanghai, North China and Japan via Kobe—Per ATSUTAMARU, 10 a.m.  
\*FRIDAY, July 2.  
\*Formosa via Keelung, \*Shanghai, \*North China, \*Japan via Nagasaki, \*Canada, \*United States, \*Central and South America and EUROPE via VICTORIA—Per KATORI MARU, Registration 8.45 a.m. Letters 9.30 a.m.

\*Correspondence bearing vessel's name only.

### PASSENGERS DEPARTED.

The following passengers left by the s.s. "Terminus" to-day for the Straits and London:—Mrs. A. A. Mackinnon, Mr. W. J. Trowell, Mrs. Macdonald, and three children, Mrs. T. Brigel, and two children, Messrs. H. D. Caro, W. Allen, and C. Rogers, Mr. and Mrs. W. Martin and two children, Mrs. C. Rogers and two children, Mr. and Mrs. McIntyre, and two children, Mr. and Mrs. C. R. Elmer, and child, Mr. and Mrs. O. Bain and two children, Mrs. Ferguson, and two children, Mr. H. R. Phillips, Master McGavin, Dr. C. M. Headley, Lt.-Col. F. H. Griffiths, Mr. and Mrs. H. S. King, Mrs. P. Charleston, and two children, and Mr. J. Barclay.

### SAILED FOR VANCOUVER.

The following passengers left Hongkong to-day by the O.P.S. s.s. "Montague" for Vancouver:—Messrs. A. C. Abbott, C. G. Albee, Z. Becker, S. W. Berry, Jose Canales, F. W. Cox, R. Croquist, and Clement Downham, Mrs. A. M. Donelle, Mr. G. W. Ferguson, Capt. and Mrs. E. C. Feder, Mr. D. O. Graves, Mr. and Mrs. A. G. Graham, Messrs. G. G. G. and H. H. H., Messrs. J. J. J